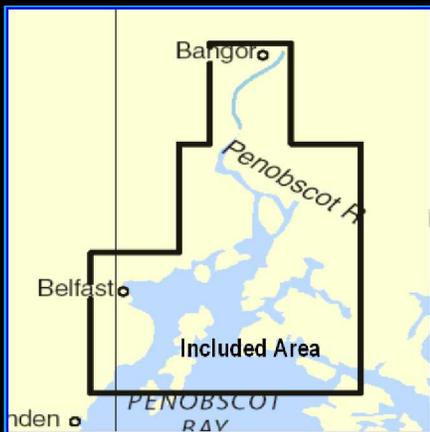


BookletChart™

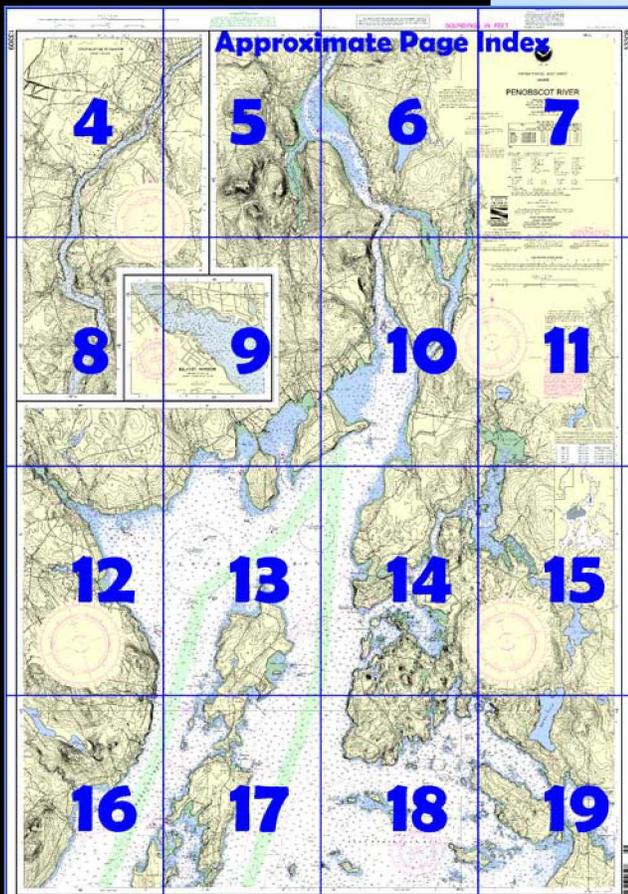
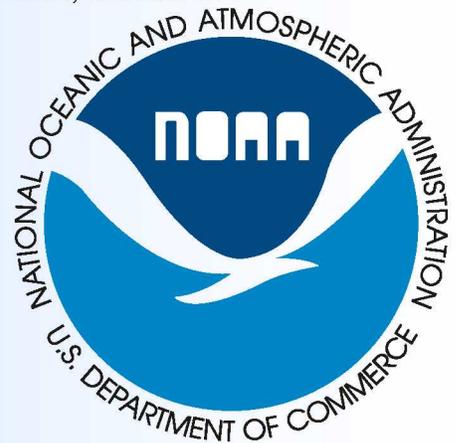
Penobscot River

(NOAA Chart 13309)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

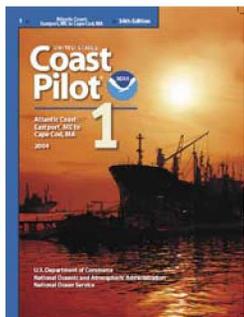
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 7 excerpts]

(41) **Bucks Harbor**, on the north side of Eggmoggin Reach opposite Eggmoggin, affords excellent anchorage and is often used by small vessels. **Harbor Island**, in the middle of the harbor, has a good channel around it which forms the anchorage. Shoals extend 250 yards off the northeast side of Harbor Island, and the channel is narrow between them and the shore northeastward.

Harbor Ledge, covered 5 feet at the north end of the shoals, is marked by a buoy. The

channel between the ledge and the northern shore has a depth of 23 feet. Small craft can anchor in the bight on the northeast side of Harbor Island. The best anchorage is west and northwestward of Harbor Island in depths of 28 to 37 feet.

(42) **South Brooksville**, a village at the head of Bucks Harbor, has a marina with 5 to 8 feet reported alongside its float landing. Bucks Harbor

Yacht Club, close westward of the marina, has a float landing with 12 feet alongside. Gasoline, diesel fuel, water, ice, and some marine supplies are available at the marina.

(44) **Orcutt Harbor**, just westward of Bucks Harbor, is about 1.3 miles long and 500 yards wide. Good anchorage is available in depths of 14 to 52 feet in the middle of the harbor northward of a small wooded islet on the western side near the entrance. A reef, awash at low water, extends 300 yards southward from **Condon Point**, on the east side of the entrance. When northward of this reef, favor the eastern side of the entrance to avoid a rock covered 5 feet nearly 200 yards from the western shore and the same distance southward of the wooded islet. In the slight expansion 0.5 mile above the islet, care must be taken to avoid two rocks covered 5 feet, one of which is 200 yards from the western shore and the other 150 yards from the southeast side of the expansion.

(304) The Tarratine Yacht Club is on the east side of **Ames Cove**, near Dark Harbor; the clubhouse has a float landing with a depth of 4 feet alongside. Some supplies can be obtained in the village, and water is available at the float.

(305) **Cradle Cove** is a shallow indentation on the northeast side of Seven Hundred Acre Island. A boatyard, near the eastern entrance point of the cove, has a machine shop and a marine railway capable of hauling out craft to 60 feet long or 25 tons for hull and engine repairs, and dry covered or open winter storage. Electric and electronic repairs can generally be made, and the yard has a small crane and pile driver. Gasoline and diesel fuel are available at the 300-foot pier and float landing, which has 6 feet reported alongside. Water, ice, marine supplies, and electricity are available, and the yard maintains guest moorings.

(306) The main entrance to Gilkey Harbor is from southwestward between Job Island and Ensign Islands; the controlling depth is about 27 feet in midchannel between Minot Island and Seven Hundred Acre Island. Unmarked rocks of less depth are near the sides. The channel is partially buoyed and easily entered. The entrance from the northward is marked by **Grindel Point Light**, 39 feet above the water, shown from a white square tower with a green square daymark, close to an abandoned lighthouse on the north side of the entrance. The State ferry slip, and a municipal float landing with 12 feet reported alongside, are close southeastward of the light; a municipal small-craft launching ramp is adjacent eastward of the shore end of the ferry auto ramp. A lighted bell buoy is west of the entrance, and the channel into Gilkey Harbor is partially marked by buoys.

(307) Provisions and some marine supplies can also be obtained from Islesboro.

(308) Small craft can also enter Gilkey Harbor through narrow, crooked **Bracketts Channel**, westward of the south end of Islesboro Island and eastward of Job Island and **Minot Island**. The unmarked channel is said to have a controlling depth of about 6 feet. The best water favors the east side.

(311) **Seal Harbor**, on the western side of Islesboro Island about 3 miles northward of Grindel Point, offers good anchorage sheltered from all but southwest winds. This harbor, easy of access, is used by vessels bound up or down the bay as an anchorage for the night. Vessels of any size can anchor with ample swinging room about 0.5 mile eastward of Flat Island, in depths of 54 to 60 feet. Anchorage can also be had in depths of 48 to 57 feet in the middle of the harbor, keeping the southern and eastern shores distant about 500 yards. The northern side of the harbor is foul. The wreck of a schooner, covered 12 feet, is about 0.2 mile from the head of the harbor.

(312) The entrance to Seal Harbor from the southward is deep and clear. The entrance from westward is 400 yards wide, with depths of 22 to 29 feet between Seal Island and a shelving ledge which extends 500 yards northward from Flat Island.

(313) The approach from the northward east of Seal and Ram Islands has a controlling midchannel depth of about 15 feet, but is unmarked and should not be used except with local knowledge because of the many unmarked shoal spots close to the channel edges.

Table of Selected Chart Notes

Corrected through NM Aug. 24/02
Corrected through LNM Aug. 13/02

HEIGHTS

Heights in feet above Mean High Water.

PLANE COORDINATE GRID (based on NAD 1927)

Maine State Grid, east zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Dresden, ME	WXM-60	162.475 MHz
Elisworth, ME	KEC-93	162.40 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1963 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.260" northward and 1.880" eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
 (Accurate location)  (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE B RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Penobscot Bay and River are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 7.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Higher High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Belfast	(44°26'N/69°00'W)	11.1	10.6	0.4	-3.5
Castine	(44°23'N/68°48'W)	11.0	10.5	0.4	-3.5
Fort Point	(44°28'N/68°48'W)	11.3	10.7	0.4	-3.5
Bucksport	(44°34'N/68°48'W)	11.8	11.2	0.4	-3.5
Hampden	(44°45'N/68°50'W)	13.9	13.3	0.5	-3.5
Bangor	(44°48'N/68°46'W)	14.6	14.0	0.5	-3.5

(300)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

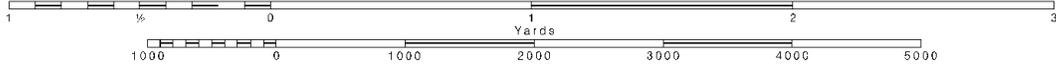
Bottom characteristics:

Bids boulders	Co coral	Gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

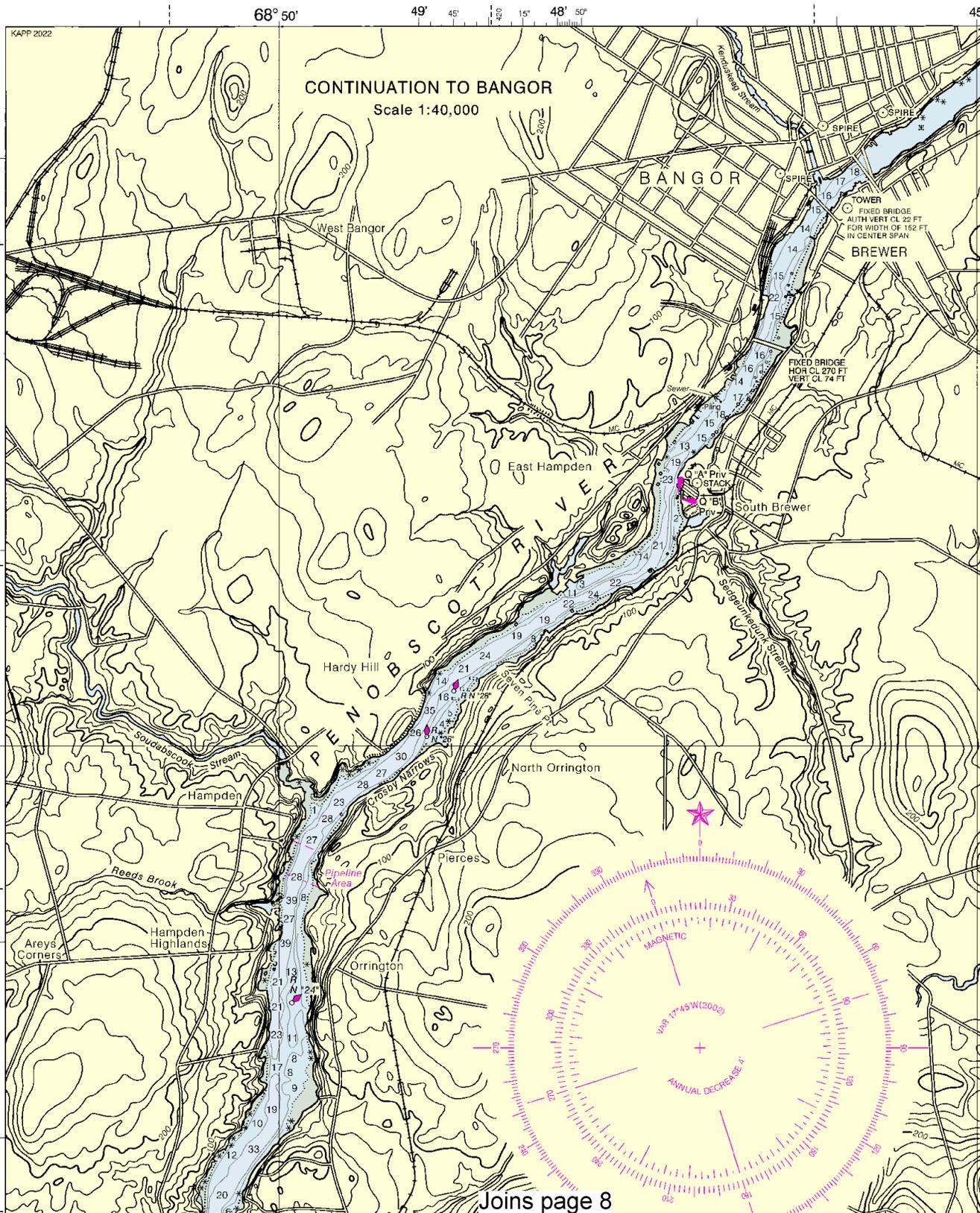
AUTH authorized	Obst obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

SCALE 1:40,000
Nautical Miles



E
req
pos
excl
or 1
Pilot

13309



Joins page 8

4



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

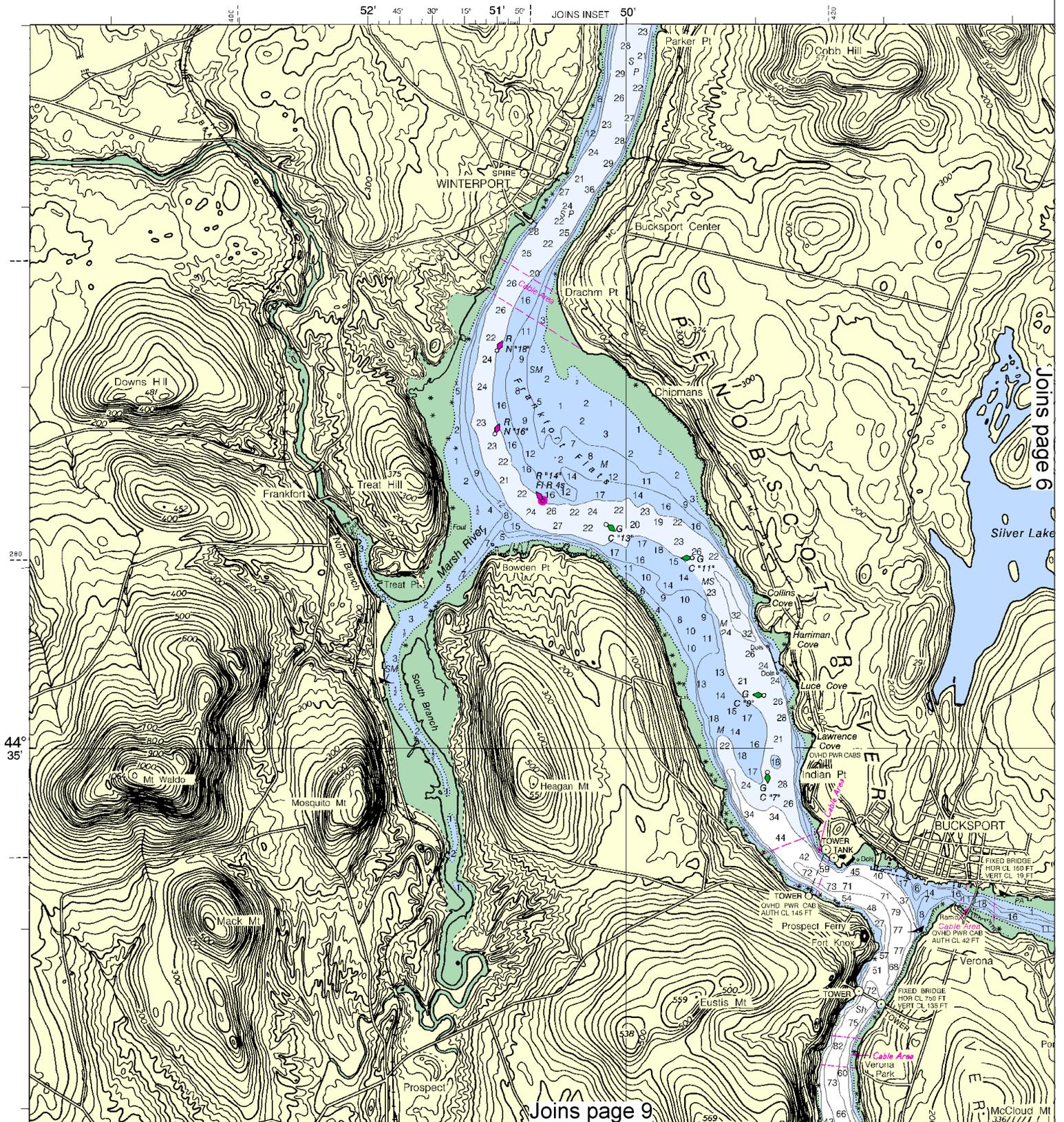


**NOTE B
RECOMMENDED VESSEL ROUTE**

Deep draft vessels entering and departing Penobscot Bay and River are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-litc areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 7.

Formerly C&GS 311, 1st Ed., June 1882 KAPP 2021

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments to improve this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



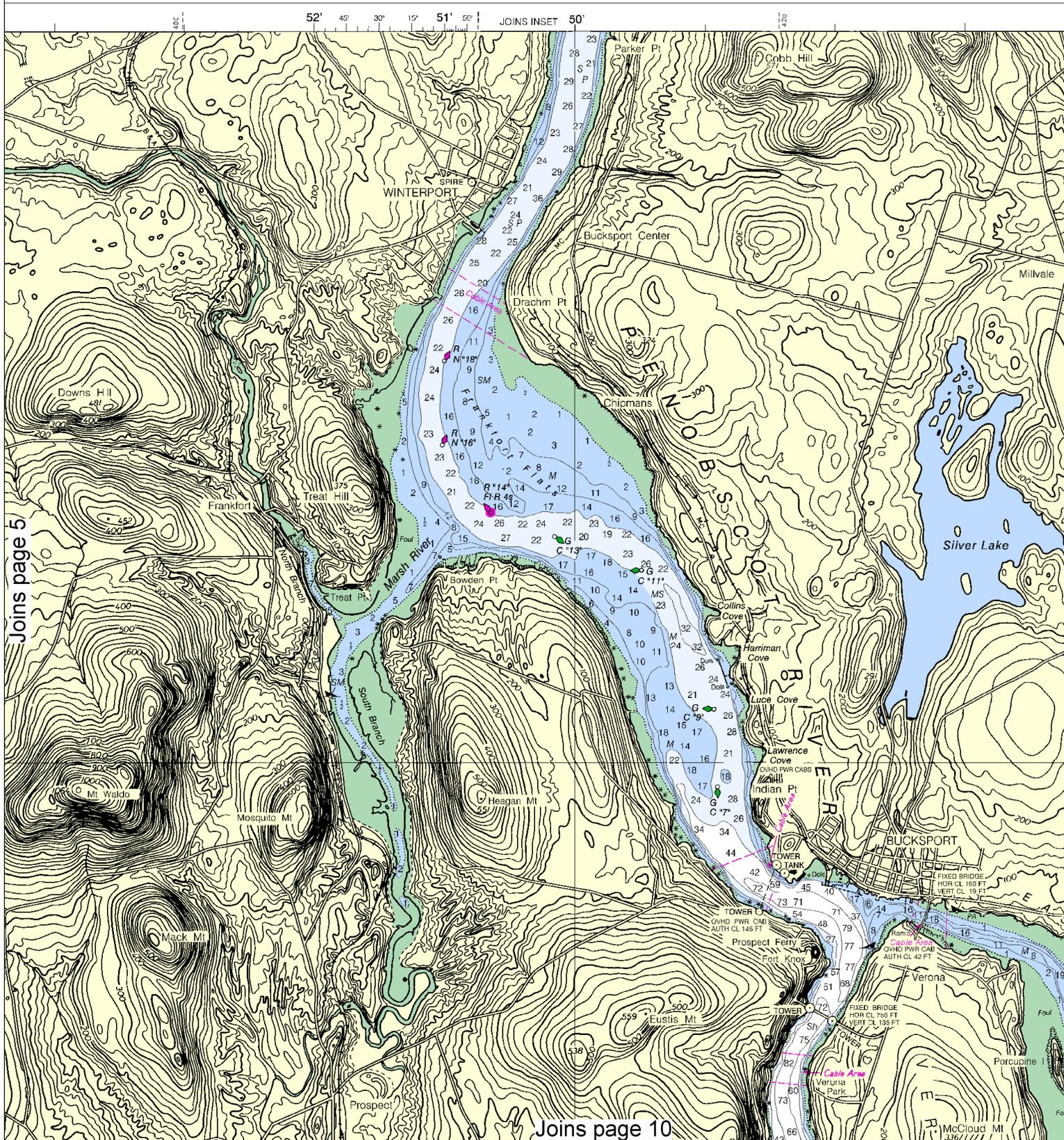
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

**NOTE B
RECOMMENDED VESSEL ROUTE**

Vessels entering and departing Penobscot Bay and River are main within the Recommended Vessel Route. Two-way traffic is all parts of the green-lined areas. Other vessels, while not all exercise caution in these areas and monitor VHF channel 16 for information concerning vessels transiting these areas. See U.S. Coast

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 311, 1st Ed., June 1882 KAPP 2021



Joins page 5

Joins page 10

6



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



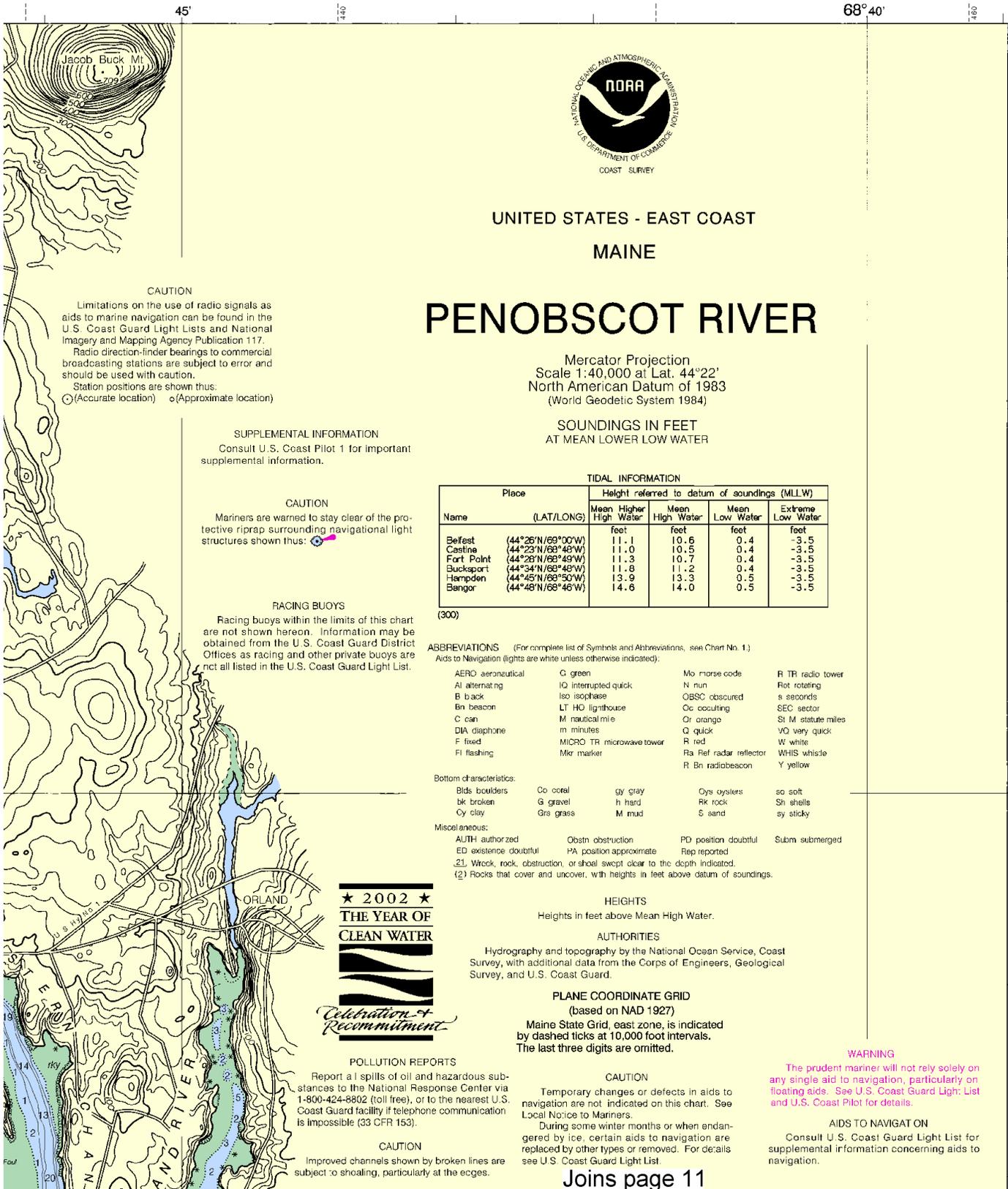
SOUNDINGS IN FEET

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.260' northward and 1.880' eastward to agree with this chart.

Nautical Chart Catalog No. 1, Panels H, I

13309



UNITED STATES - EAST COAST MAINE

PENOBSCOT RIVER

Mercator Projection
Scale 1:40,000 at Lat. 44°22'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
		Mean High Water	Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Belfast	(44°26'N/69°00'W)	11.1	10.6	0.4	-3.5	-3.5
Castine	(44°23'N/69°48'W)	11.0	10.5	0.4	-3.5	-3.5
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(300)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	C green	Mo Morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B back	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obst obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PLANE COORDINATE GRID

(based on NAD 1927)
Maine State Grid, east zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

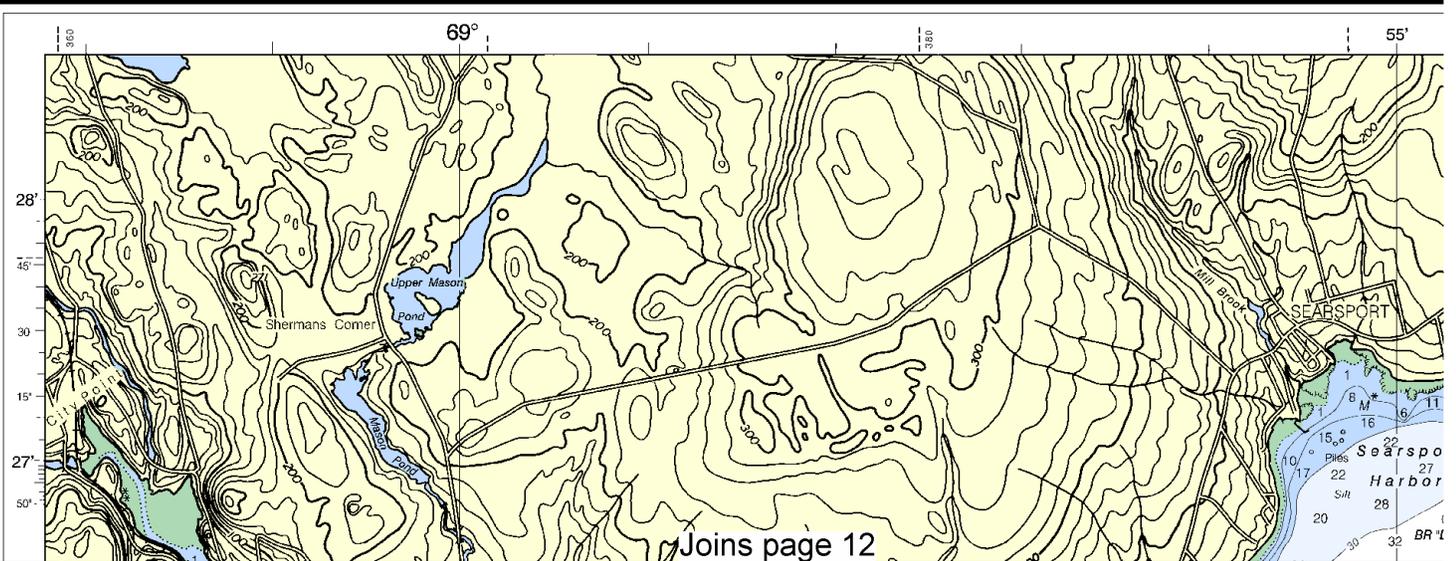
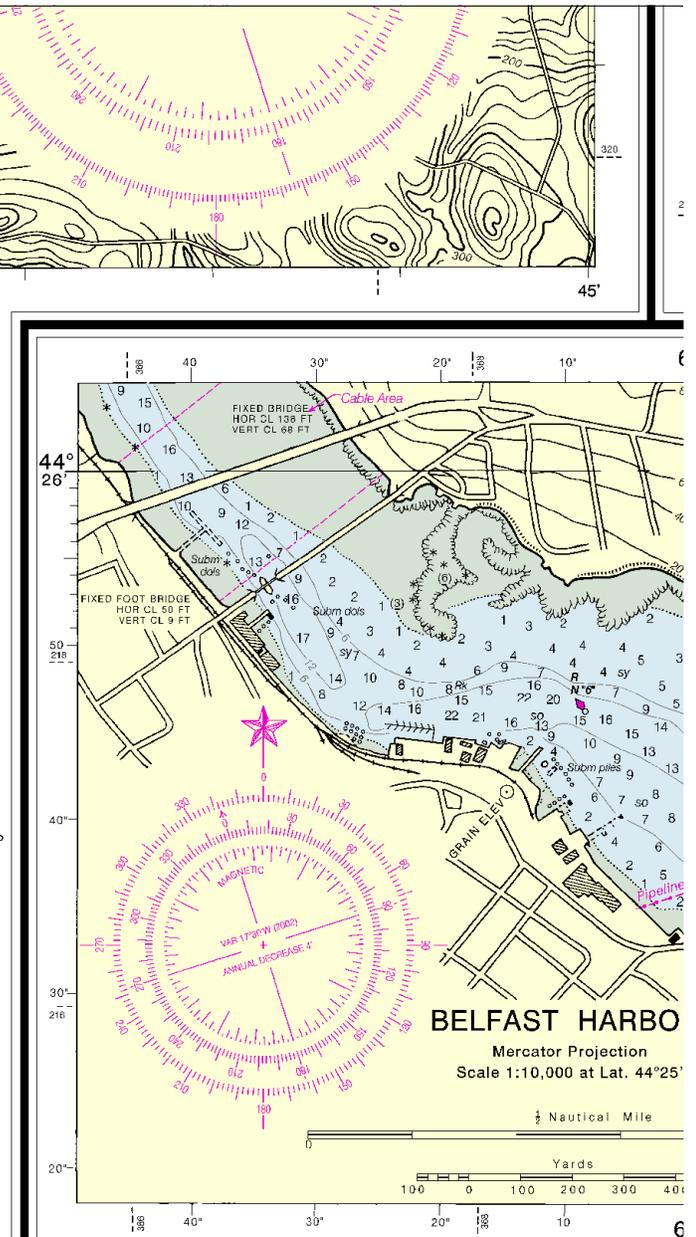
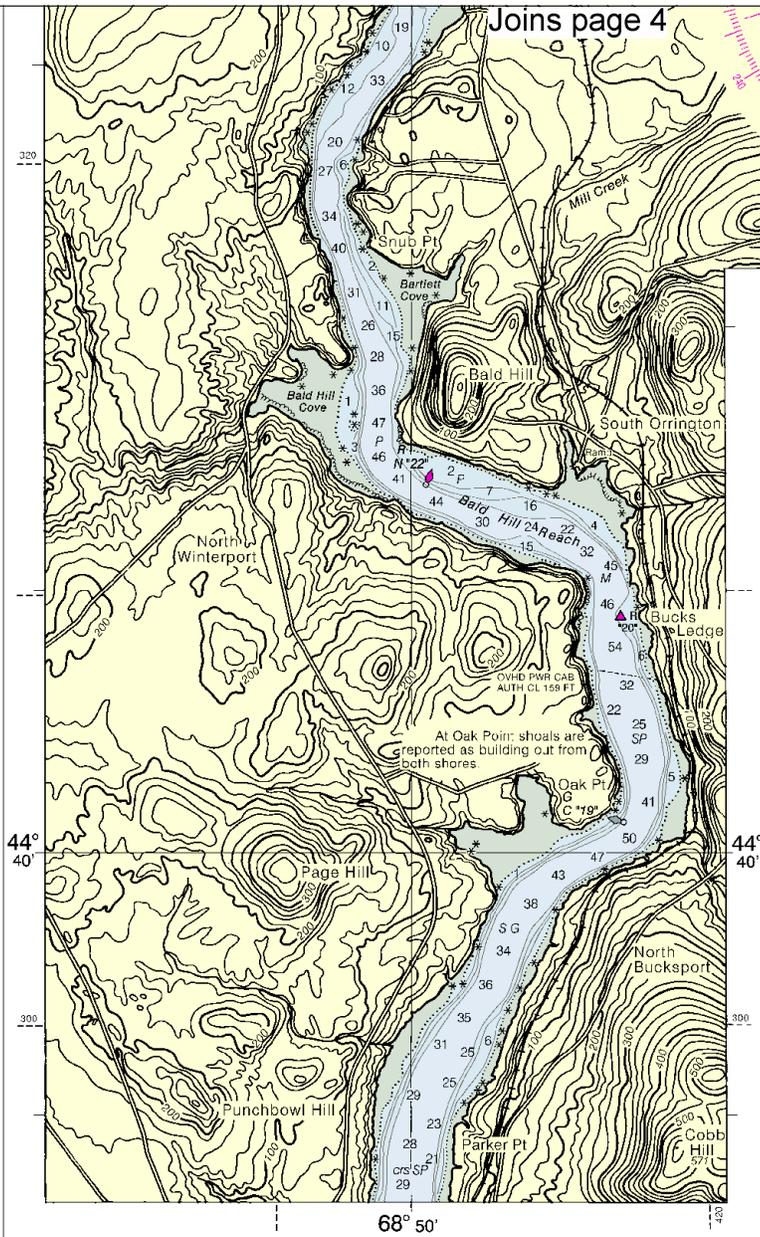
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Joins page 11



Joins page 4



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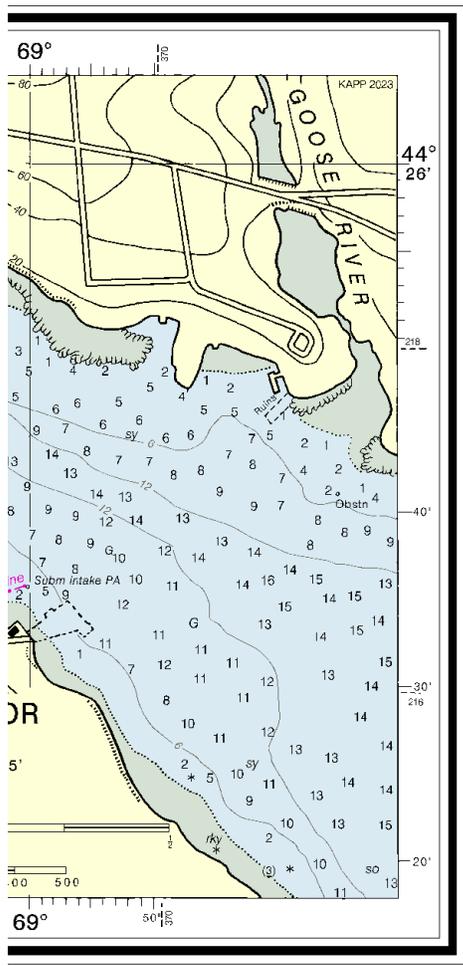
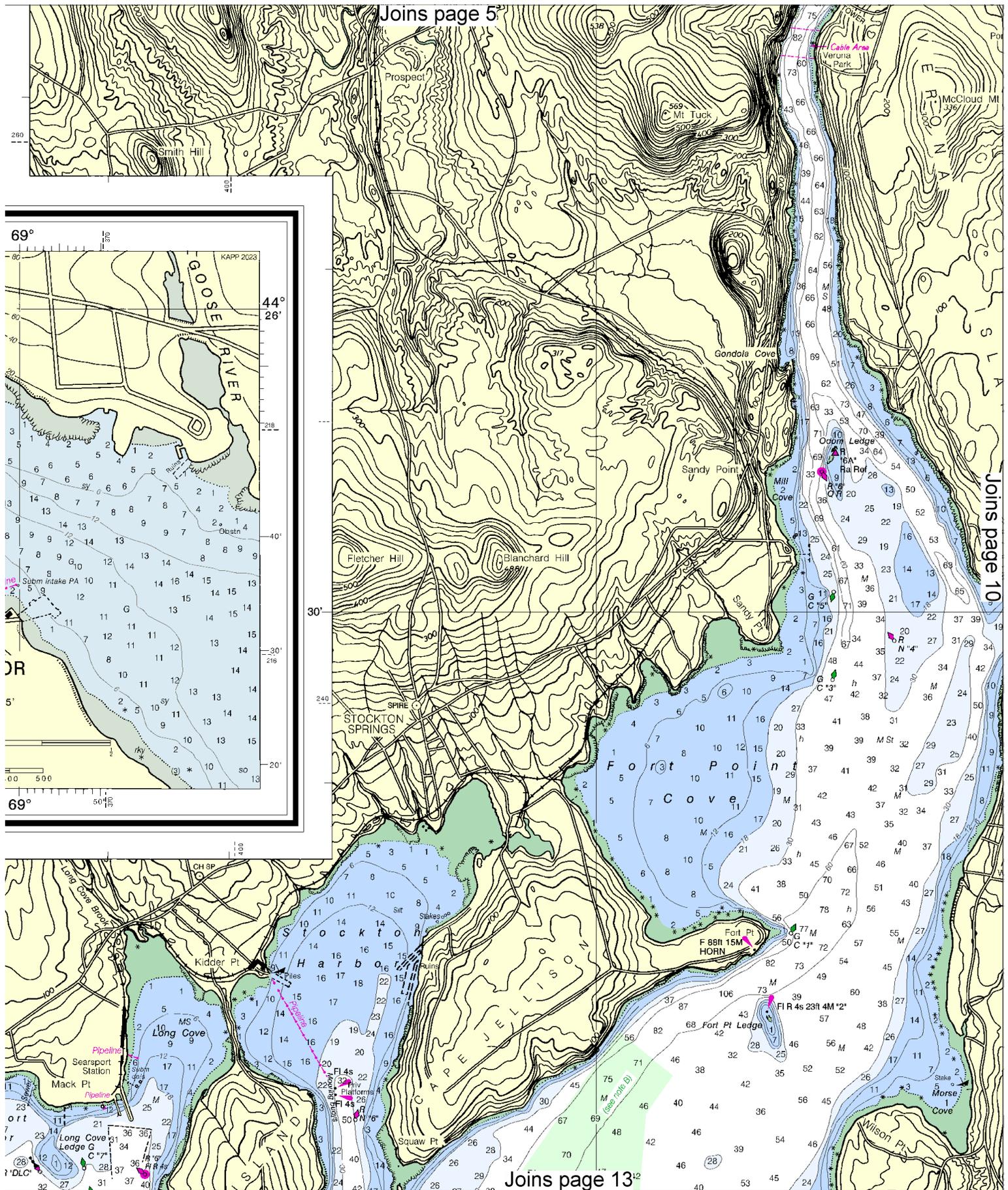


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

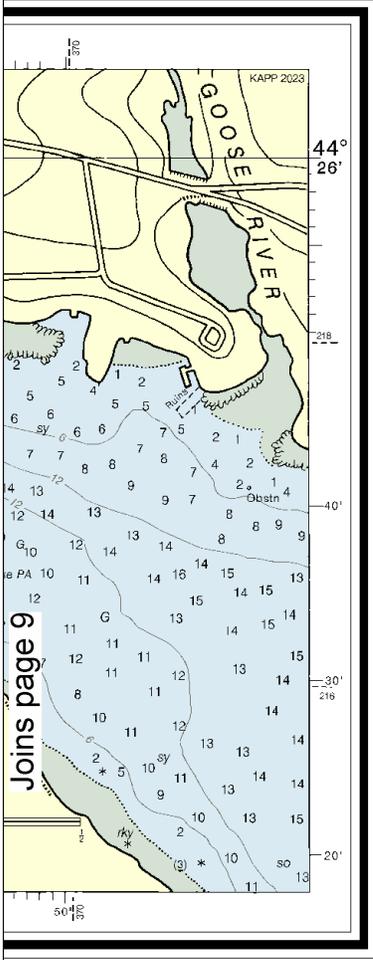
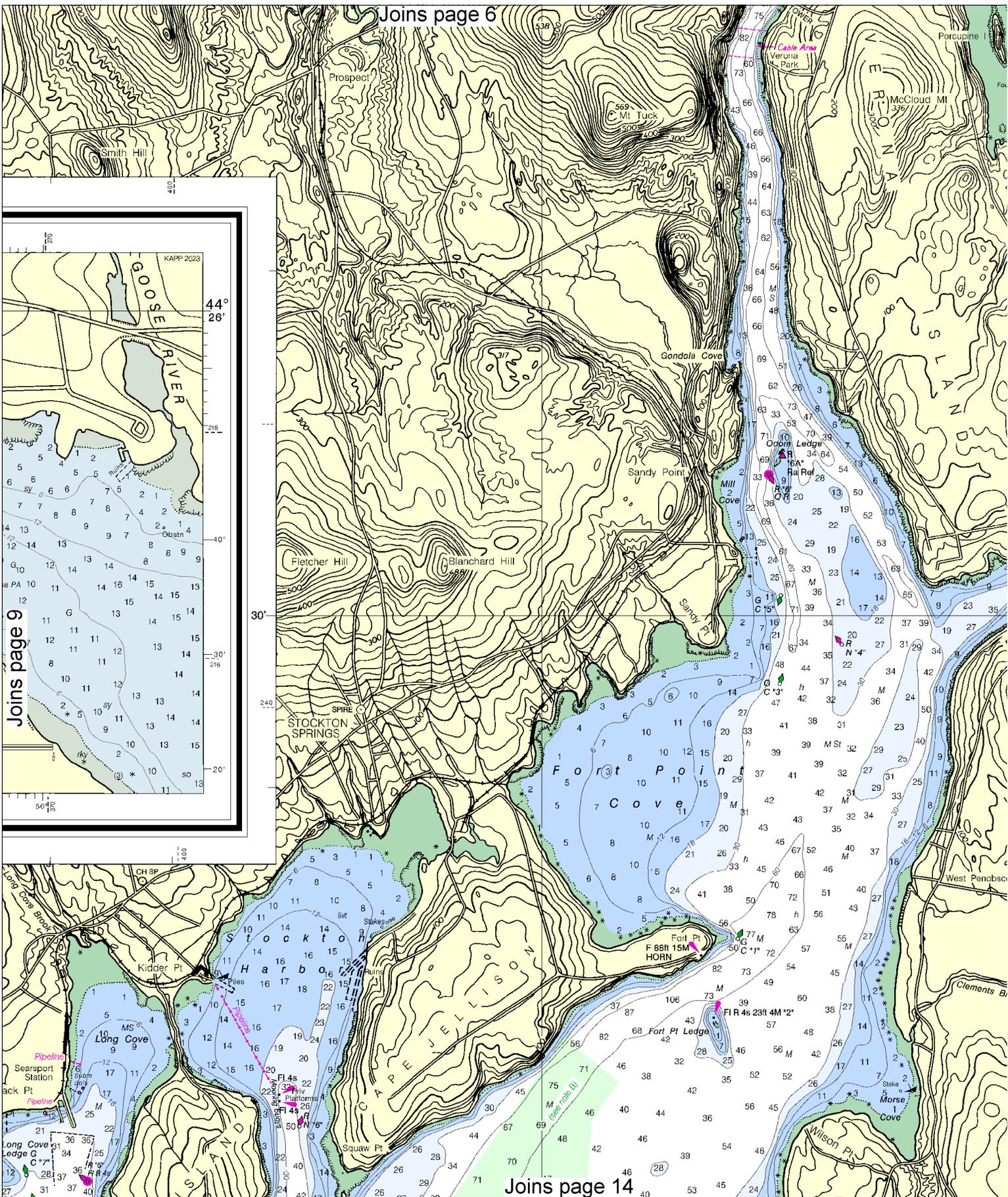
See Note on page 5.





Joins page 10

Joins page 13



Joins page 9

Joins page 14

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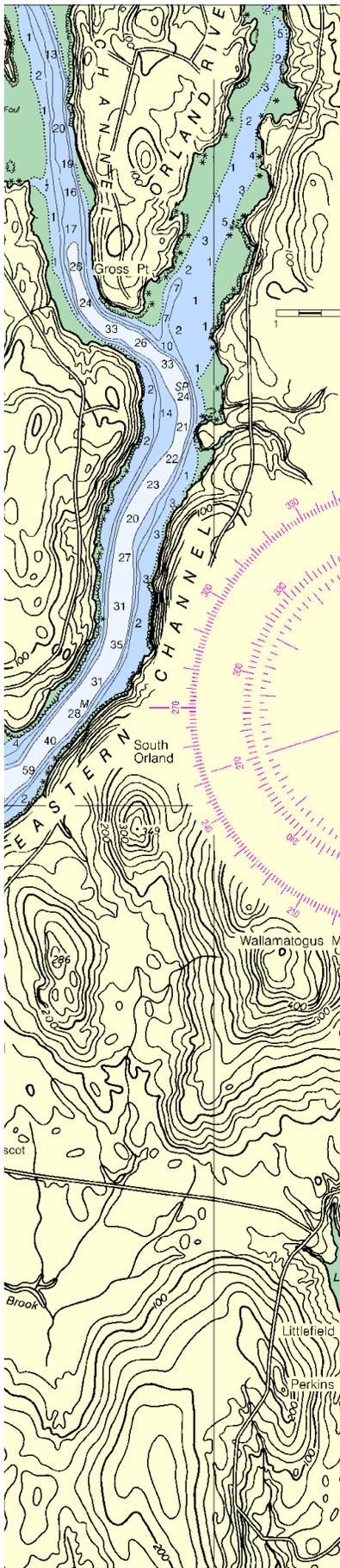


Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





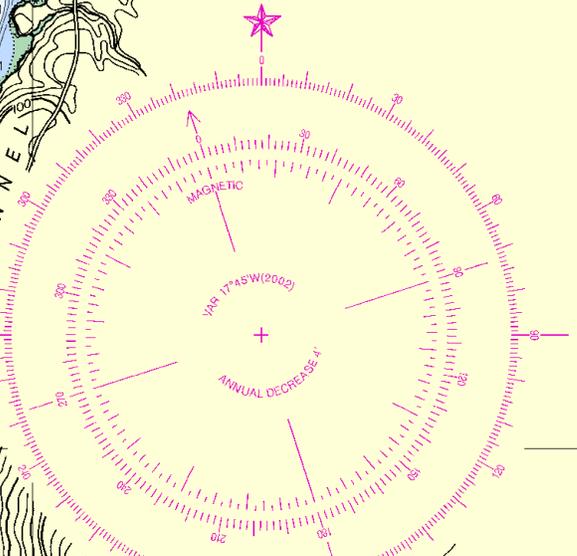
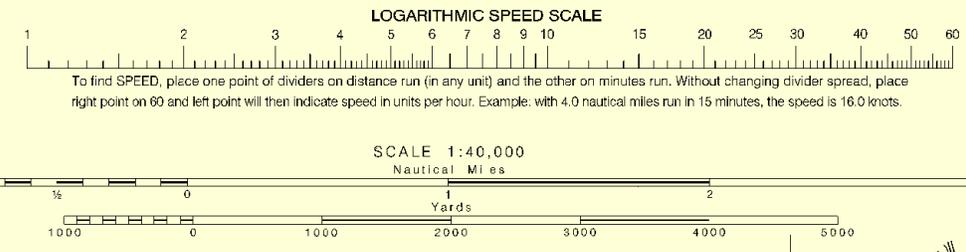
Report all spills of oil at once to the National Response Center (1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATE ON
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Dresden, ME	WXM-60	162.475 MHz
Ellsworth, ME	KEC-93	162.40 MHz

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— Pipeline Area ~~~~~ Cable Area

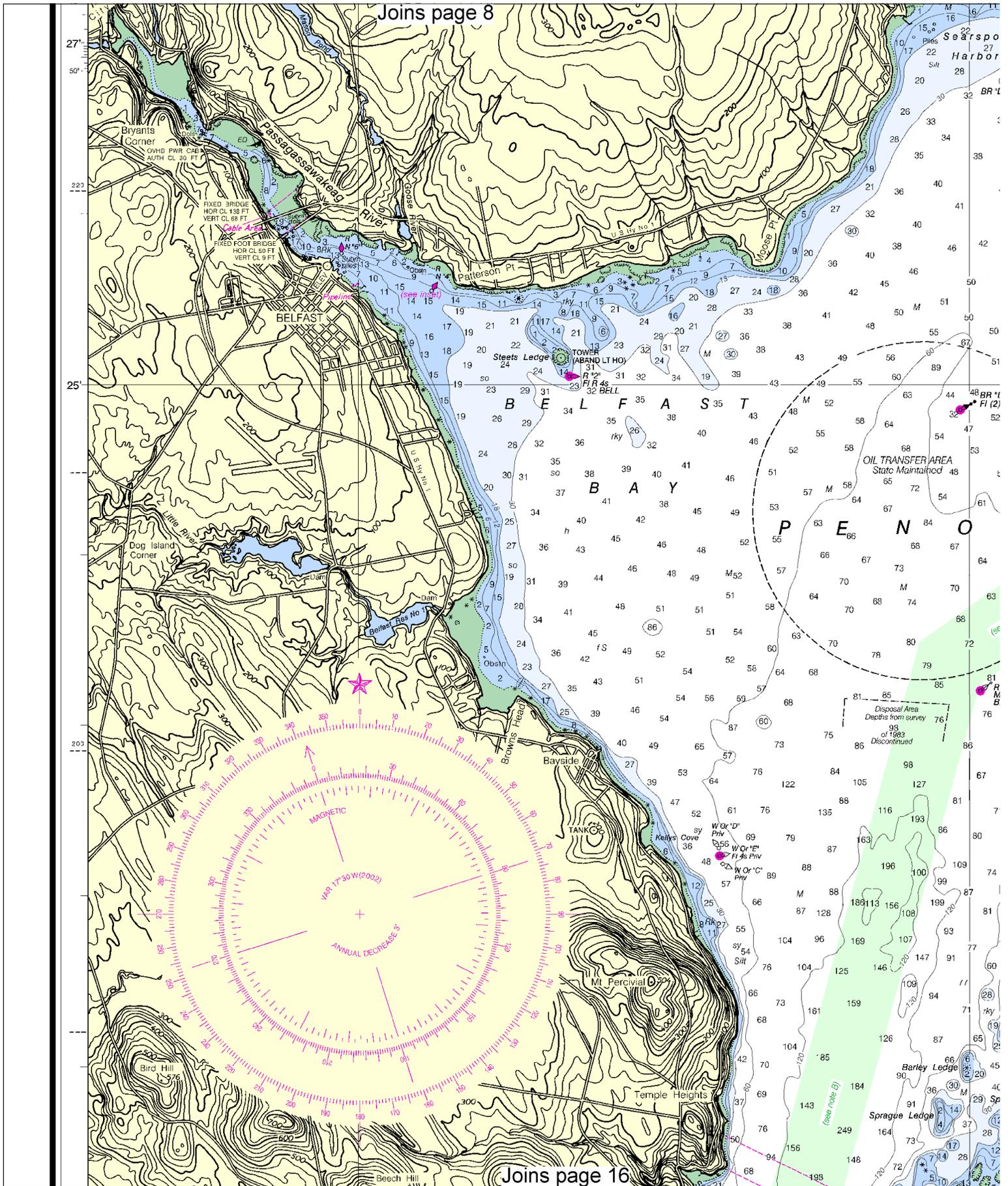
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A	1990-2001	NOS Surveys full bottom coverage
B1	1990-2001	NOS Surveys partial bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage

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Joins page 8



Joins page 16

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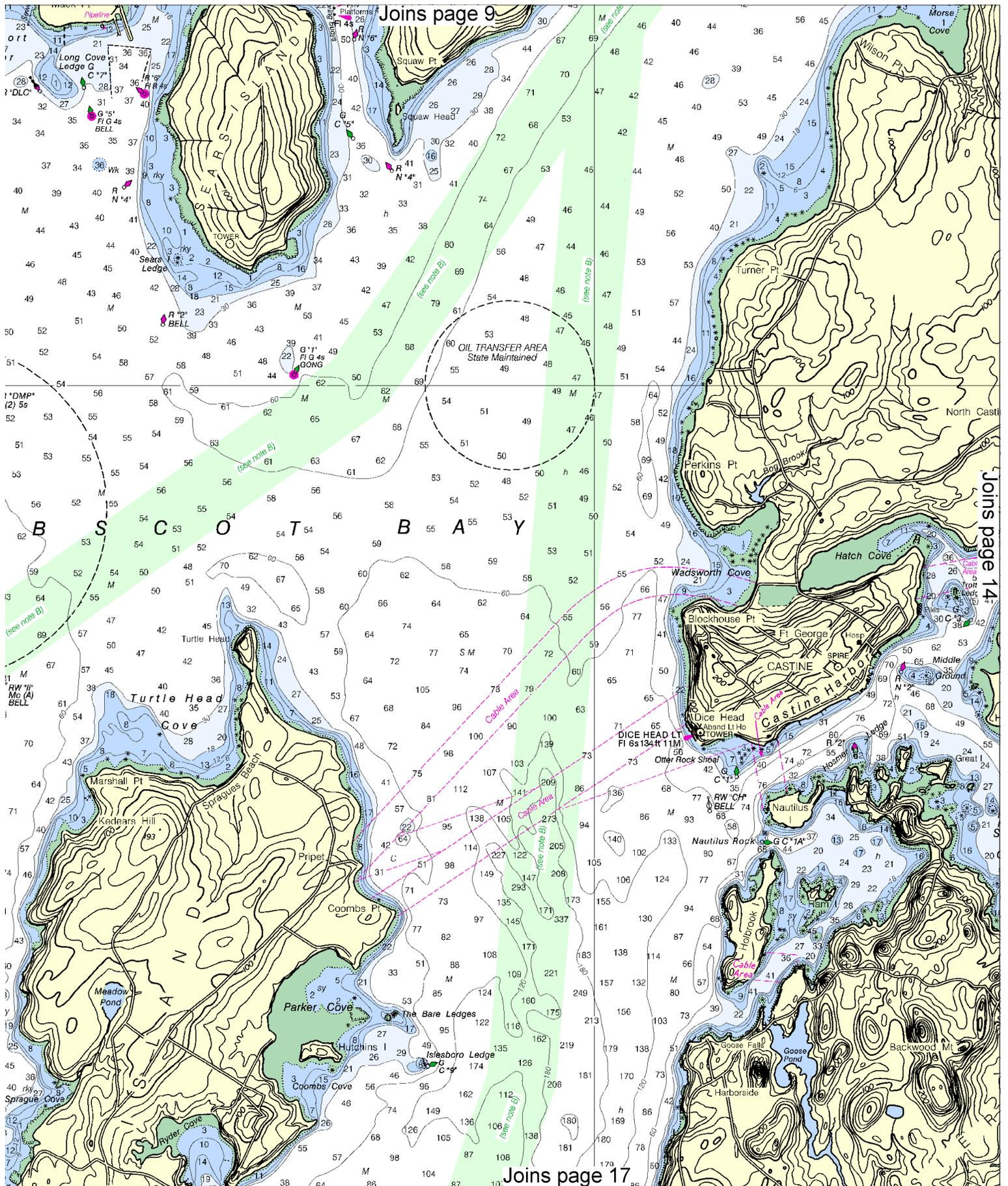


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

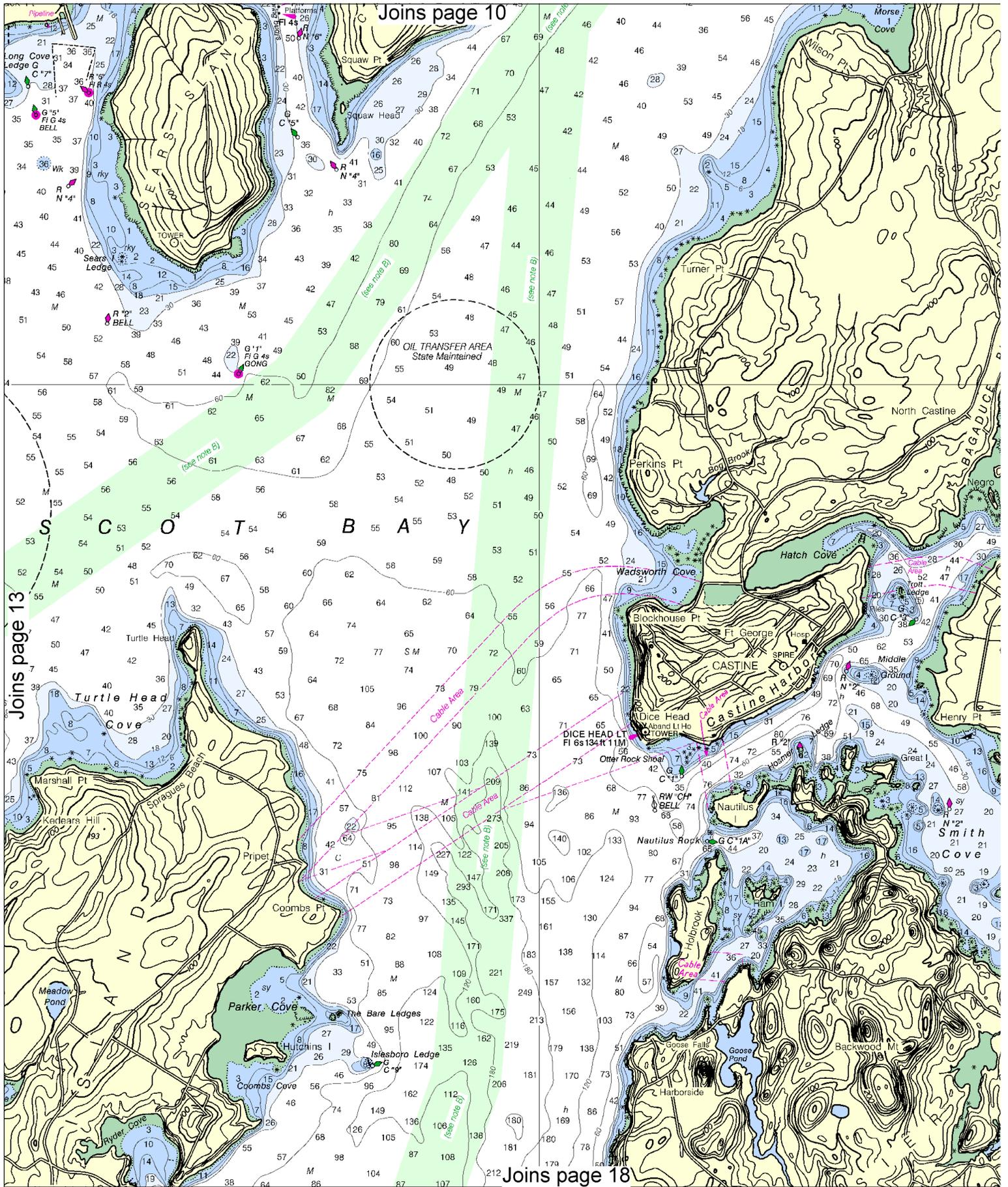




Joins page 9

Joins page 14

Joins page 17



Printed at reduced scale.

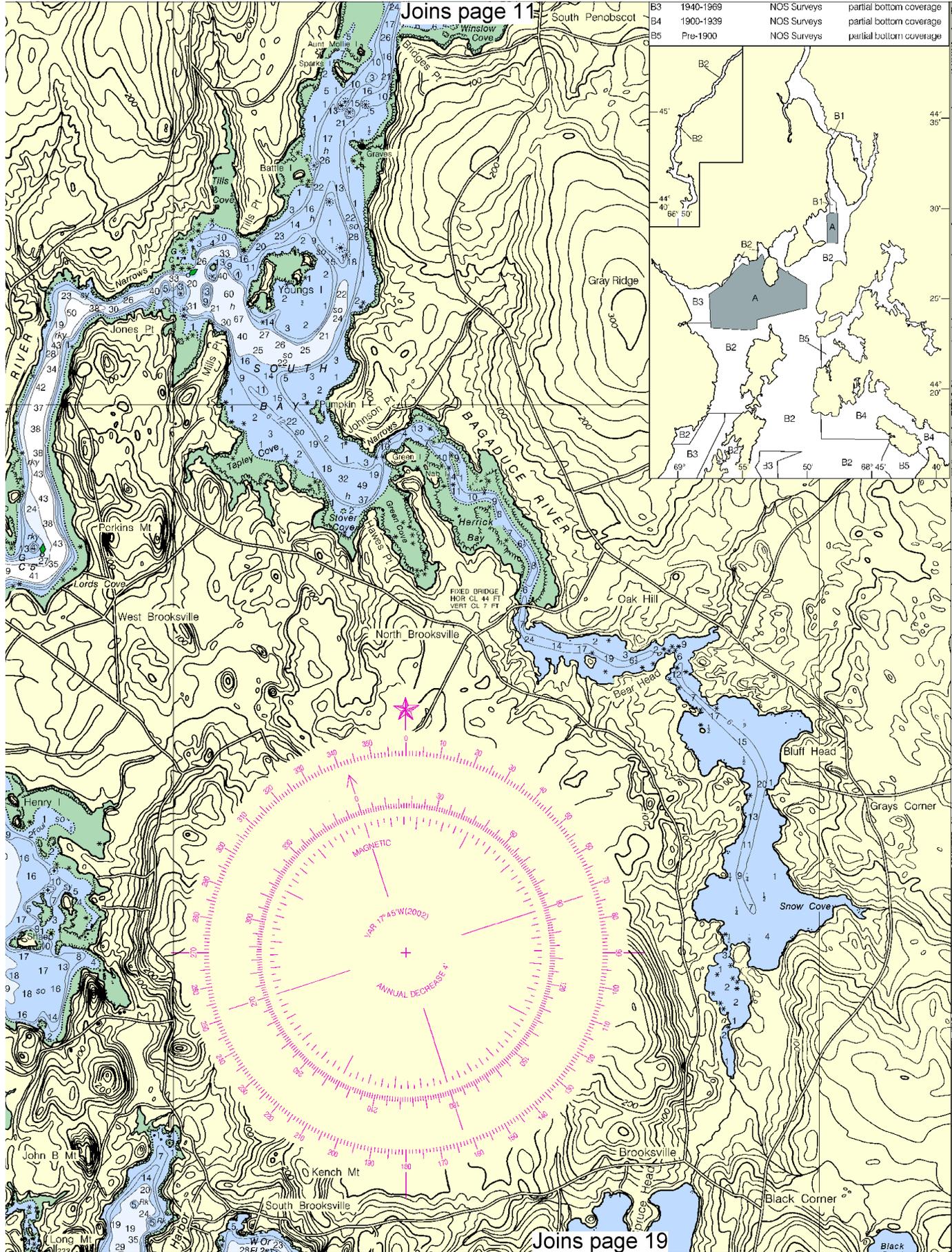
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See Note on page 5.

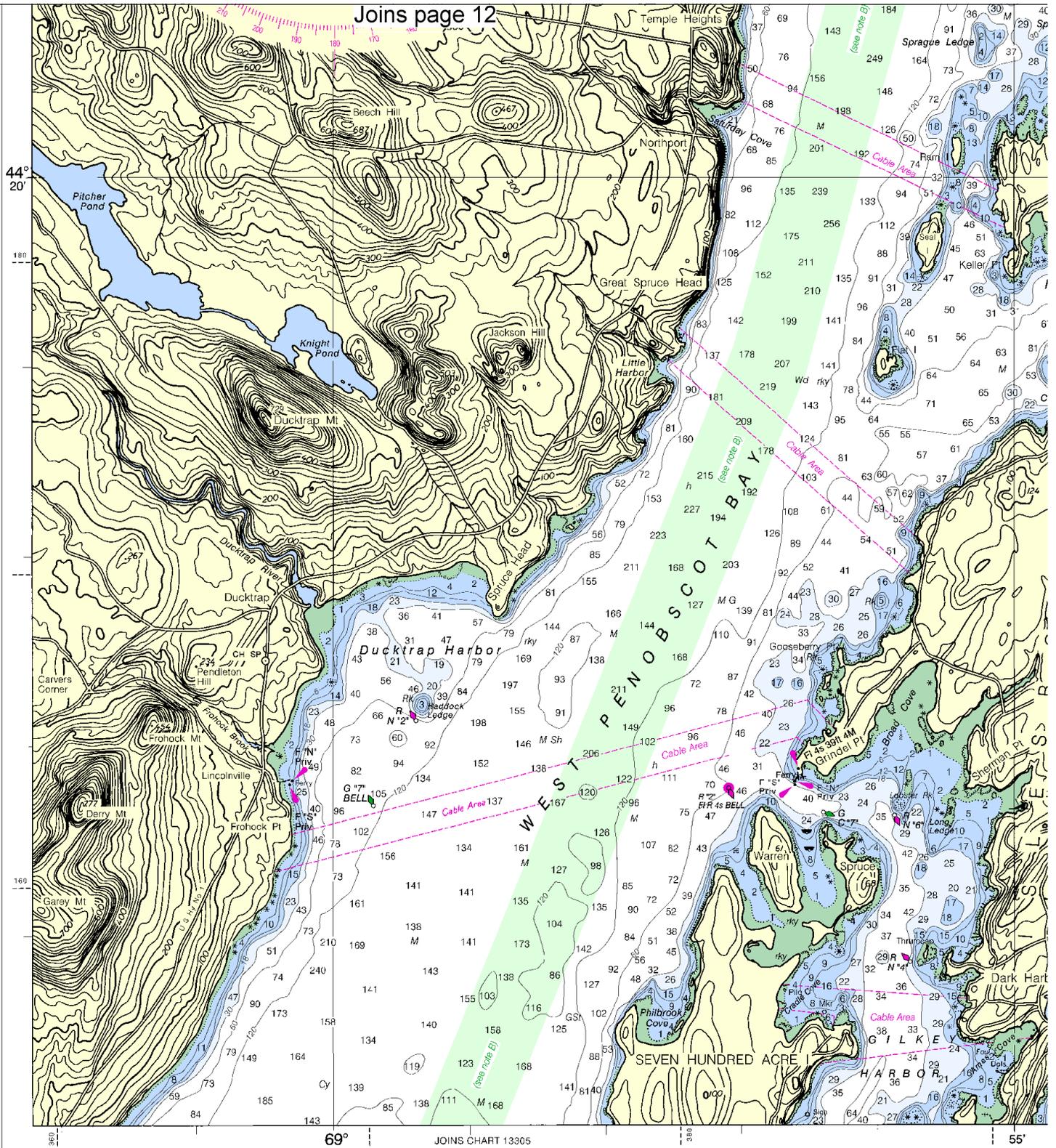


Joins page 11

B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



Joins page 19



28th Ed., Sep./02 ■ Corrected through NM Aug. 24/02
 Corrected through LNM Aug. 13/02

13309

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUND

16

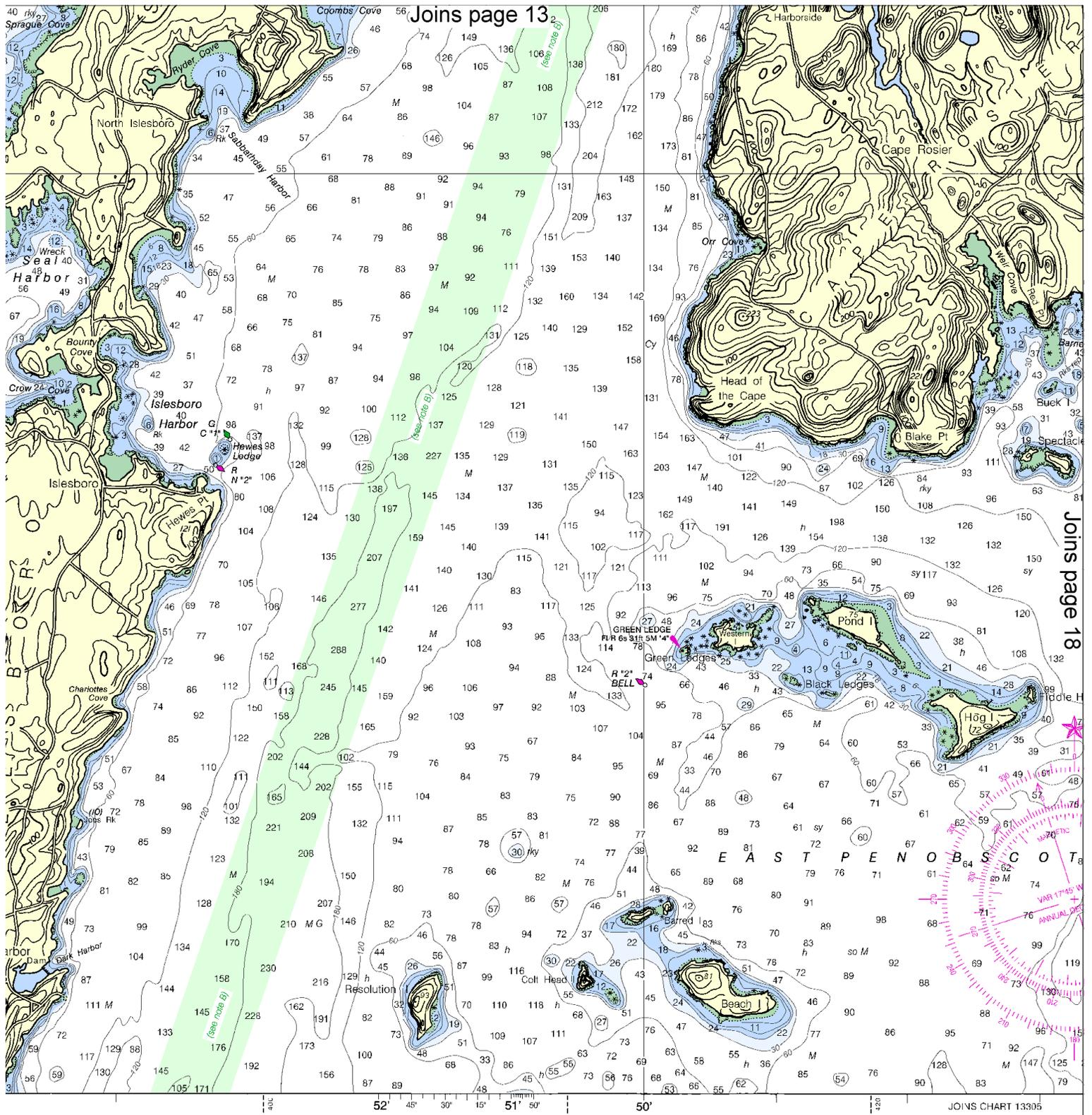


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

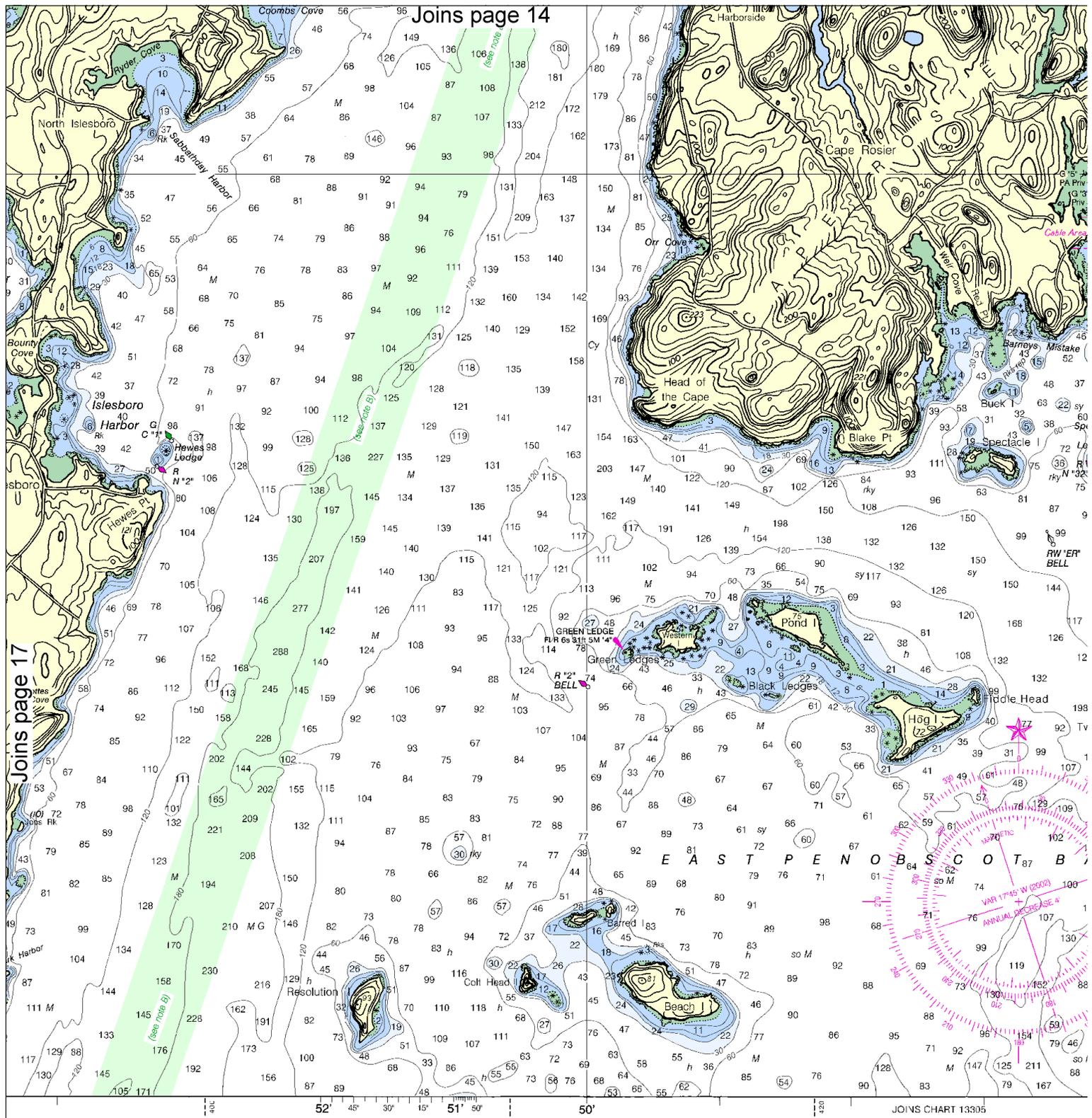
See Note on page 5.





DINGS IN FEET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



DEPTHS IN FEET

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 U.S. DEPARTMENT OF COMMERCE
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 COAST SURVEY

18

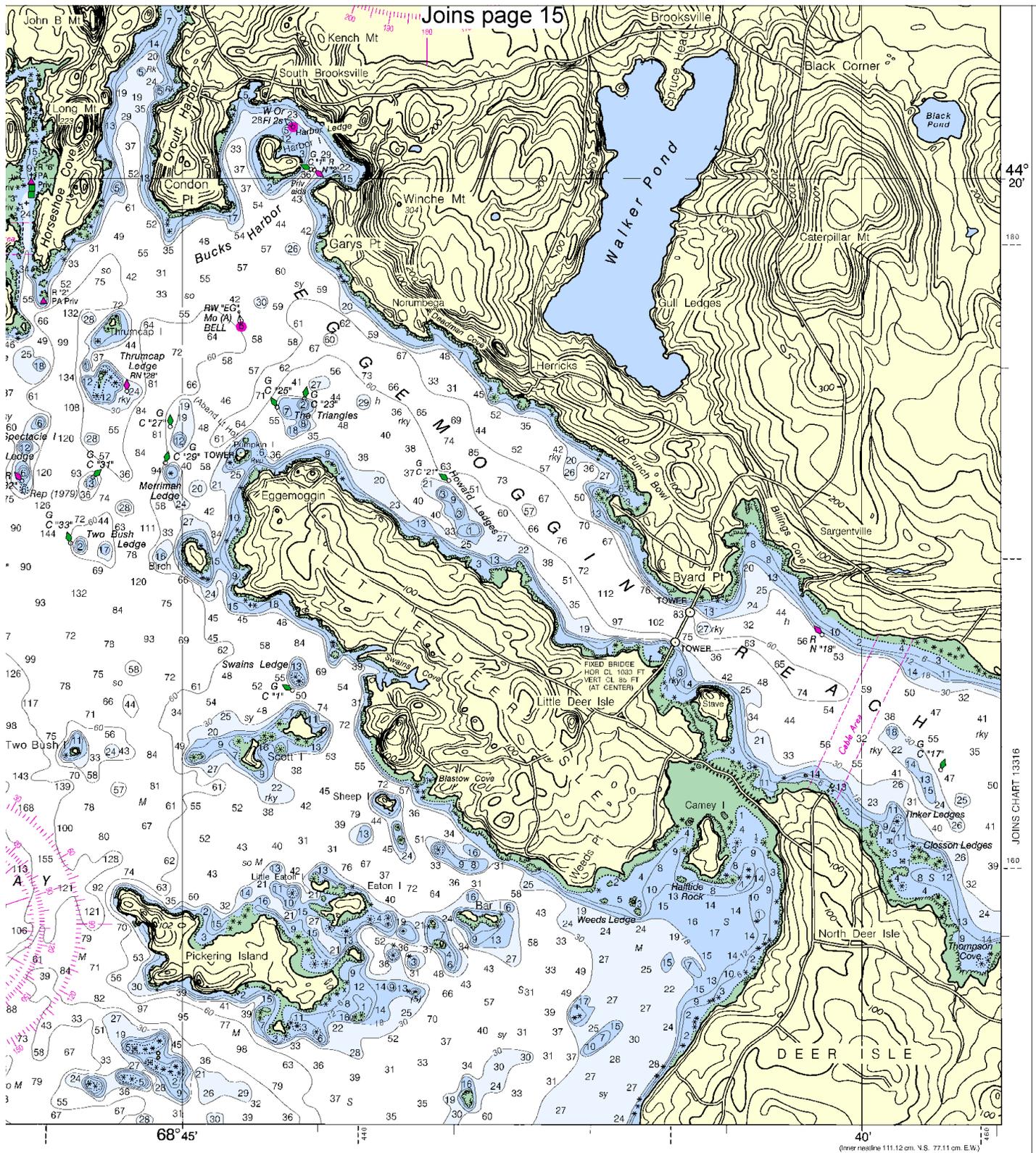


Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





44° 20'

180

180

JOINS CHART 13316



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Penobscot River

SOUNDINGS IN FEET - SCALE 1:40,000

13309

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Southwest Harbor – 207-244-4204

Coast Guard Rockland – 207-596-6666

Maine Marine Patrol – 800-452-4664

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

